

FINANCIAL AND COMMERCIAL.

MONEY MARKET.

WEDNESDAY, Aug. 27—5 P. M.

We have nothing of importance to report in the stock market. The transactions to-day were to a limited extent, without material change in prices. At the first board Illinois Central bonds declined 1 percent; Reading, Delaware and Hudson advanced 1 percent; and Cumberland & Erie and Reading were the most active stocks on the list. Cleveland and Toledo was active, and closed at a slight improvement on the opening price. The market is weak and feverish. There is no sustaining power in the street, and the impression is daily becoming more general that a serious bank contraction is about being realized. Money is at present in good supply, notwithstanding which prices for stocks are gradually settling down. No one beyond the regular street speculators can be induced to touch stocks, except as sellers. There is a margin for a fall of at least three per cent in all the leading stocks. The exports of specie to-day from Boston antislavery speculators for a rise. No one had any idea that the Canada would take out more than four hundred thousand dollars, instead of which the shipment was six hundred and thirty-eight thousand. The Illinois is on her way here, and it is reported, a million and a half of gold from California. This will not arrive in time to affect the bank average much this week. The bank contraction does not, however, depend upon the supply of specie so much as on the deposits. The deposits must, as business increases and the crops come forward, be drawn out, and the discount line must keep pace in the reduction. At the second board the market was heavy. Reading fell off 1 percent; Erie, New York Central, after the board lower prices ruled. New York Central sold at 85 1/2 per cent, seller 10 days. Very few seemed disposed to operate at current rates, and the tendency was decidedly downward. The only exception to the depression was the Erie and Reading. At the close 60 1/2 per cent was offered, buyer 60 days, and 69 per cent cash. Galena and Chicago sold at 107 1/2, buyer 60 days. Milwaukee and Mississippi closed at 76 per cent firm. Illinois Central privileges sold this morning at 114 per cent. There is an active demand for them, but there are very few on the market.

The interest due on the 1st of September, on bonds of the city of Milwaukee issued to the La Crosse and Milwaukee Railroad Company, will be paid on, and after that date, at the office of Atwood & Co., No. 8 Wall street. The interest on the seven per cent bonds of the city of Milwaukee, issued to the Milwaukee, Fond du Lac and Green Bay Railroad Company, will be paid on and after the 1st of September, upon presentation at the same place.

Albert H. Nicolay's regular semi-weekly auction sale of stocks and bonds will take place to-morrow, Thursday, at half past 12 o'clock, at the Merchants' Exchange.

The Assistant Treasurer reports to-day as follows:

Paid on Treasury account.....\$58,890 55
Received on Treasury account.....192,980 00
Balance on Treasury account.....10,093,970 90
Paid for Army checks.....3,000 00
Paid on disbursing checks.....46,649 51

The payments to-day included \$10,000 on California drafts.

The warrants entered at the Treasury Department, Washington, on the 25th inst., were as follows:

For the Treasury Department.....\$6,143 43
For the Interior Department.....42,428 48
For the War Department.....7,000 00
From Customs.....2,029 74
From Lands.....7,006 03
On account of the navy.....31,946 51

The receipts for the first three weeks of this month of the Cleveland and Toledo Railroad Company amount to \$42,920 against \$31,651 in the corresponding three weeks of last year, which is an increase of \$11,269, or 37 1/2 per cent.

The best four railroads in this country are, beyond all question, those having their Eastern termini on the Western shore of Lake Michigan. These roads, running east and west, extend into the rich agricultural regions of Illinois, Wisconsin, Iowa, Minnesota, etc., and do the carrying trade for the richest sections of the mines. These roads are as follows:

THESE RAILS FROM LAKE MICHIGAN TO THE MISSISSIPPI RIVER.

July July Market
Out per car earnings price of
car and freight, per cent
La Crosse & Milwaukee.....\$5.00 2 1/2 per cent
Galena & Chicago.....\$5.00 2 1/2 per cent
Milwaukee & Mississippi.....\$5.00 2 1/2 per cent
Chicago & Rock Island.....\$5.00 2 1/2 per cent

We have placed these roads in the order of

productiveness. The month of July is generally below

the average in earnings. At the above rate, the La

Crosse and Milwaukee would earn, gross, for the

year, \$4 per cent; the Galena and Chicago, 31 per cent;

the Milwaukee and Mississippi, 22 per cent;

and the Chicago and Rock Island, 22 per cent.

These rates would be realized on the total cost of

the road. As a portion of the cost of each is repre-

sented by bonds drawing comparatively a low rate of

interest, the per cent earnings on the capital stock

would be much beyond the rates named for

each road.

The export of cotton goods from Boston from

August 15th to the 22d, was 329 packages; previ-

ously, since January 1st, 25,283 packages—total

this year, thus far, 26,156 packages; same time last

year, 18,991 packages. The value of the exports

for the week ending 27th, was as follows:

American, \$139,032 07; foreign, \$27,661 47—total

\$166,693 54. The value of merchandise ware-

housed for the week ending August 22, 1856, was:

Dry goods.....\$25,250 00
Woolen goods.....302,681 00—211,824 00
Warehouse for Canada.....276 00—3,484 00

Total value.....\$215,315 00

Stock Exchange.

Wednesday, Aug. 27, 1856.

1000 Ohio 5's 100 99 100 Erie RR. Aug. 60 99 1/2

1000 Ind State 5's 100 98 1/2 100 do do do do 99 1/2

1000 Mich 5's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 5's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 4's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 3's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 2's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 1's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 0's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 10's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 11's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 12's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 13's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 14's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 15's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 16's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 17's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 18's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 19's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 20's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 21's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 22's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 23's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 24's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 25's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 26's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 27's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 28's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 29's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 30's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 31's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 32's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 33's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 34's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 35's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 36's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 37's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 38's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 39's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 40's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 41's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 42's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 43's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 44's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 45's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 46's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 47's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 48's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 49's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 50's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 51's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 52's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 53's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 54's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 55's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 56's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 57's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 58's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 59's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 60's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 61's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 62's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 63's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 64's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 65's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 66's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 67's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 68's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 69's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 70's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 71's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 72's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 73's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 74's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 75's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 76's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 77's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 78's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 79's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 80's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 81's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 82's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 83's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 84's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 85's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 86's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 87's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 88's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 89's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 90's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 91's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 92's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 93's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 94's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 95's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 96's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 97's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 98's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 99's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 100's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 101's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 102's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 103's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 104's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 105's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 106's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 107's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 108's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 109's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 110's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 111's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 112's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 113's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 114's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 115's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 116's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 117's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 118's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 119's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 120's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 121's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 122's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 123's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 124's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 125's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 126's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 127's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 128's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 129's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 130's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 131's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 132's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 133's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 134's 100 98 1/2 100 do do do do 99 1/2

1000 N.Y. 135's 100 9